

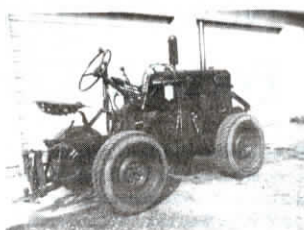
## Articulated 4-WD Garden Tractor

"I use it to do a lot of different jobs. I built it for only about \$600," says Jerry Lilly, Elk Mound, Wis., about his 4-WD articulated garden tractor equipped with power steering, 3-pt. hitch, live front pto, and front hydraulic lift.

The tractor is 8 ft. long and 46 in. wide and weighs just over 2,100 lbs. It's powered by an International 4-cyl. gas engine and has two 3-speed auto transmissions, with 10 forward speeds and two reverse. The front and rear differentials are Chevrolet car axles. Lilly narrowed them up by 17 in. (so he could carry the tractor in the back of his pickup) and connected them together with a driveshaft equipped with a slip joint. The engine belt-drives the transmissions which chain-drive the differentials. The frame, built from 4-in. channel iron, consists of two halves that pivot on a vertical shaft.

The tractor is fitted with three hydraulic cylinders - one for articulated steering that pushes or pulls the two frames, one for raising or lowering the 3-pt., and one to operate the front hydraulic lift which Lilly uses to operate a snowblower. The tractor rides on 15-in. 4-ply car snow tires.

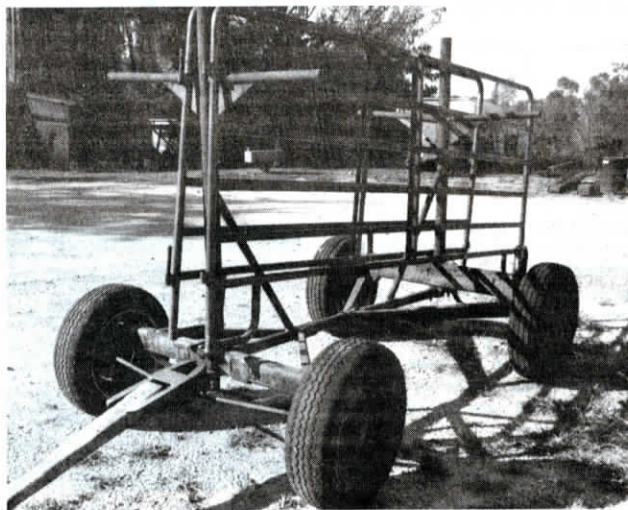
"I use it for blowing snow, operating a wood splitter, and tilling my garden," says Lilly, who built the tractor 15 years ago. "I've built several attachments for it including a trailer-mounted wood split-



ter, 16-in. single bottom plow, and 48-in. front-mount snowblower. I also pull an old spring tooth harrow behind it and plan to build a front-mount mower deck for it. The wood splitter is powered by a hydraulic pump connected to the steering cylinder. The snowblower mounts on two points and is raised or lowered by a diagonal rod that extends from the front hydraulic lift cylinder up to the operator. I use a lever under the seat to raise or lower the 3-pt.

"It has a live pto. A clutch lever in front of the steering wheel is used to operate an idler pulley that puts the pto in or out of gear. The drawbar is equipped with a ball hitch for trailers."

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## Gravity Wagon Equipped With Belt Conveyor

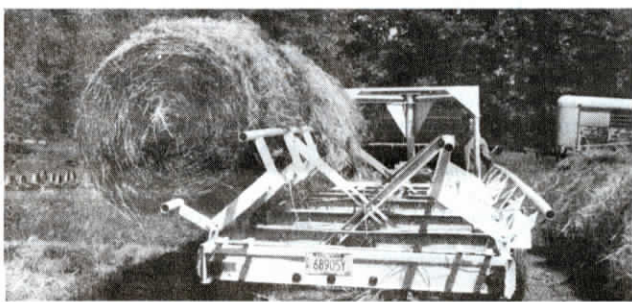
A home-built belt conveyor, mounted on a gravity wagon, works great for everything from filling fertilizer boxes on planters to filling grain drill hoppers with soybeans, says Illinois farmer Charles Goodall, who built the conveyor with his father, Clarence.

The Goodalls built the conveyor because they said they couldn't find anything similar on the market. It's 13 ft. long and rotates at the base where it attaches to the wagon hopper. It's driven by a variable speed hydraulic orbit motor. The surface of the belt, which rides over rollers, is concave-shaped to "cradle" material being carried. The belt is made

concave by tightening the rollers at either end. The frame of the unit is made out of 1-in. sq. tubing. A hand-cranked winch is used to raise and lower the conveyor via steel cable attached to the upper end. The conveyor swings in alongside the wagon for transport.

He says the conveyor is particularly gentle with soybeans, preventing damage to beans. And it's great for handling fertilizer because the rubber belting won't corrode. Goodall says he can load 6 fertilizer planter boxes in 10 min.

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## "No Hydraulics" Gooseneck Hay Hauler

"It lets me haul 14 bales at speeds of 50 to 60 mph behind my pickup and then dump them all at once with no need for hydraulics," says James Donner, Newfane, N.Y., about the gooseneck hay hauler he built on a mobile home chassis.

The 24-ft. long bale handler is fitted with two long bale cradles - one on either side - that can be dumped one at a time or together. An 8,500-lb. electric winch, mounted at the front of the trailer, provides power to dump the trailer via steel cable that's threaded back through pulleys on the trailer chassis. There's a 12-volt battery on front of the trailer to power the winch. Donner hooks the battery up to the generator on the pickup so it recharges on-the-go.

He built a gooseneck hitch to mount on front of the trailer so he can pull it with his pickup. The bale-carrying cradles are made out of 2-in. dia. steel pipe and angle iron.

Donner loads the trailer from the back, sliding the bales on with his front-end loader and pushing all the loaded bales forward until the trailer is full. He can get seven 4-ft. bales on each side.

"When I dump, the bales land on the ground in straight rows so it's easy to make two long continuous rows of bales," says Donner.

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## Cattle Gate Transporter

Welder Don Moss, Tallula, Ill., designed and built this cattle gate transporter for local cattleman Mike Dudley that makes the awkward panels easy to load and haul.

Basically, it consists of a wagon gear fitted with an upright "T" hanger on front and back.

Dudley says he used to use his pickup to haul gates but that required more lifting and took longer and now he can store the gates on the transporter until they're needed again.

He hauls 12-ft. panels on one side of the

trailer and 10-ft. panels on the other side.

To make the trailer, Moss simply welded upright pipes to the front and back axles and then ran angle braces from the pipes down to the wagon's center pole. Cross pieces at the top of the uprights are angled upward slightly to keep the gates from bouncing off in transport. Dudley also ties the gates in place with chains or tarp straps.

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